

The

INTERNATIONAL TEAMSTER

OCTOBER, 1943



Official Magazine

INTERNATIONAL BROTHERHOOD
TEAMSTERS...CHAUFFEURS
WAREHOUSEMEN & HELPERS
OF AMERICA

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Teamsters Are Dying in Italy

TEAMSTERS are dying in the shadow of Mount Vesuvius. They are dying there as they died on Guadalcanal and every other front where Americans go forth to battle.

How many have died, we cannot estimate. How many will die, we cannot foretell. But whenever you read of American battle casualties, anywhere in the world, you can rest assured that some of your brothers have fallen before the blasts of German and Japanese guns.

Not until our 100,000 fighting Teamsters march home again will we know the price this union has paid in blood. The gaps in those ranks will tell us the story.

The foreboding news from Italy shows us that there is still much bloody fighting ahead. There will be more gaps in our ranks and more gold stars on our roster.

Yet no one in the Teamsters' Union cries that the price is too high. Human freedom has no price, and it is human freedom for which we fight. Nations that have lost it are fighting to the last man to regain it. Nations that still have it will fight to the last man to retain it.

Perhaps the terrific losses we are sustaining in Italy will have a wholesome effect on those who have thought the war was almost over and that they could begin to agitate for a relaxation of the restrictions upon us and our peacetime habits.

We will have more restrictions before this struggle ends and the more we resist them, the longer it will be before it ends. And the higher the price we will pay, needlessly.

While the telegraph wires continue to hum a funeral dirge in thousands of American homes, there is no time to ease our efforts. We still have hundreds of thousands of Japs and Germans to kill. And they won't be killed by writing letters to your congressmen or by passing resolutions in your union meetings.

More production will kill them. More investments in War Bonds will kill them. And more donations of blood to the Red Cross will save those of us they tried to kill.

Every slowdown in production or transportation means longer casualty lists and fewer Teamsters that will come home some day.

When you get sorry for yourself and think you are working too hard or sacrificing too much, remember those Teamsters on the slopes of Mount Vesuvius or in the jungles of the South Pacific who won't be coming back when the shooting stops.

They never slowed down!

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INTERNATIONAL BROTHERHOOD OF TEAMSTERS
CHAUFFEURS . . . WAREHOUSEMEN AND HELPERS

Vol. XL

OCTOBER, 1943

Number 11

Truckers Fight Regional Contracts — Would Return to System of Local Agreements

BY DANIEL J. TOBIN

Office of Publication

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WE HAVE been fairly successful in dealing with the many employers engaged in over-the-road trucking within the 12-state Middle Western area. Recently we have been informed that conferences are being held in Washington and other places by associations of truck owners, for the purpose of trying to get each state to act for itself in dealing with our International Union.

Those employers surely do not mean to cut their own throats, but if they continue to agitate and attempt to get each small district or even each state to deal for itself in long distance hauling, that is exactly what they are doing.

The primary object of forming regional councils has been to try to equalize wages to some extent and also hauling conditions. In the Middle Western district we had truck owners hauling in from the Dakotas, Iowa and Nebraska for any price they could get, and breaking down conditions of legitimate truck operators who were paying decent wages in Chicago, Cleveland, Cincinnati and elsewhere.

Some of us remember the cry of the truck owner that we had sufficient economic strength to make him sign an agreement some years ago, but he always grumbled and

complained because Tom Jones or Dick Smith had non-union men and was paying any wages he desired and could therefore underbid him on hauling.

We have been endeavoring, with considerable success, to raise the standard of wages so that we could compel Tom Jones and Dick Smith to demand decent hauling rates, so that we could protect not only our members but our fair employers.

Even 40 years ago, when I was a business agent in Boston for the Truck Drivers' union, there was a team owners' association that had no control over its members, and although the members of this association made promises and pledges, they went out and cut each others' throats by underbidding each other.

That prevails today to some extent, but if we can make those unfair truck owners pay the same kind of wages and work the same hours under the same agreement, this cut-throat business will be considerably lessened.

The Interstate Commerce Commission can regulate the hours of working men to some extent, can regulate the loads and can insist on certain rules governing transportation. But they cannot regulate the wages of men driving trucks.

One thing is certain: after this war is over, workers are going to demand wages and reduced hours as long as they have organizations to represent them. To bring about these conditions there will be strikes and stoppages of work, and no law can prevent it.

The only reason we do not have a thoroughly demoralized condition between drivers and truck owners today is because of the war and we are bound to try to help our government and our boys — 100,000 of them our members — and their comrades who are facing death in this conflict overseas.

The shippers of the nation — and that includes the big ones as well as the small ones — will give their work to the man who hauls the cheapest. For instance, the rate

of wages might be far lower in Toledo than it is in Chicago and the truckman in Toledo could afford to put in a lower bid for the hauling. I do not say this obtains just now, but it may prevail when this world struggle is over.

Then again the government does not always interfere to prevent rate slashing in the trucking business because the power and influence of the big merchants and shippers and manufacturers is so great that any government hesitates to interfere with them. Consequently the high-class, decent, human employer of our people in the trucking business is sacrificed between the shipper, government representatives and the chiseling truck owner.

After the last stagnation in the financial market from 1929 until 1932, many men who were forced out of business or out of work went out and bought a truck on the installment plan and started over-the-road hauling.

They never belonged in the trucking business; they simply were crowded out of a printing shop or a coal mine, or lost their farm through a mortgage and had a few dollars saved or borrowed and bought a truck for \$25 down and \$25 a week.

Those fellows worked seven days a week, any hours, and hauled for anything they could get; and the woods were full of them. We still have many of them with us and the agent or middleman contracts for them and makes a substantial profit with his pencil, his chair and \$10 desk.

And again they become a menace because the fellow who owns no truck, the agent, makes the easy money and chisels those shoe-string truckers down as low as possible, so that at the end of a year the truck is gone and they haven't even scratched out a miserable existence.

But there is a new crop born every year, and the legitimate trucking concerns are constantly menaced by this class and by the conniving agent or solicitor for those individual owners, who has nothing invested.

The purpose and object of the Interna-

tional Brotherhood of Teamsters is to regulate this industry. We cannot make the individual truck owner pay himself \$35 a week guarantee because he has to take what is left after he pays for gasoline, oil, tires, installment payments, etc.

We have known instances where they worked all week, 60 hours, and did not have \$10 which they could call clear for themselves. We cannot watch every individual owner and find out whether or not he stays up all night or all day Sunday greasing, cleaning and taking care of his truck.

We try to do the best we can but at least we are doing something, while the big truck owners' associations are doing nothing and never have done anything substantial to help themselves.

Their greatest song and dance was — "The union, the union, the Teamsters' Union is crucifying us."

In every legislature in this country where anti-trucking legislation was introduced last year, our organization has been represented, and in most instances we have prevented adverse legislation to help the trucking business — not because we had any great love for the truck owners, who do nothing to help us, but because we are trying to protect the industry which is our livelihood.

But it is the same old story. The average employer is never satisfied with what he gets, or he is thinking of how little he can pay the other fellow.

This all leads us back to where we started, the attempt now being made and directed by truck owners' organizations to get away from certain district understandings and agreements that we have been creating for the past two or three years to help the trade, and go back to the system of local contracts.

They forget that the industry is not local any longer; that it is now a national, interstate business, and that you cannot have a healthy industry where one part of the trade is diseased and demoralized and where that disease will eventually spread and demoralize the healthy part of the industry.

There is no doubt in my mind but that we can get higher wages in large cities if we have complete organization, but we cannot force that wage on employers who are not earning anything in poorly paid districts. Nothing grieves us more than to see truck owners going out of business; that is, legitimate truck owners. But even that is none of our business. Let them go out of business if they can't protect their business by clear thinking and progressive action and strategy.

When they go out of business that work will have to go on and it will be taken up by others who have more business ability. One thing is certain; it is better to ship by truck, especially in less than carload lots, than to ship by rail, and the shippers of the nation will patronize the trucks wherever possible.

The door-to-door delivery, without handling goods three or four times, is a great advantage in itself. But one thing should be borne in mind, and that is that the shippers can pay and will pay if there is an organization of truckmen. Shippers ruin their own business by destroying the fast and flexible service provided by motor transportation.

It is possible also that after the war the railroads, being once again hungry for more freight, will endeavor to slash rates, and without the influence of the International Brotherhood of Teamsters, the truck owners will be powerless to prevent reductions in rates or slashing in rates by railroads.

Summing up the whole situation, we might say that if the truck owners' associations want to continue their former procedure, in which they have failed in many instances, of fighting the International Brotherhood of Teamsters, or at least lending them no help, then the trade will eventually be the loser.

The International Brotherhood of Teamsters will continue its onward, conservative, businesslike method of procedure, building up from within, fighting honestly its enemies, helping its friends.

We believe in greater cooperation between the owners and their workers, our members.

We believe that jointly we can be helpful to each other, but if the owners choose to continue opposing the efforts of the union, we promise them they will be the losers in the end.

Our record speaks for itself. The record

of the truck owners' associations of the nation, judging from the past, is anything but encouraging for the future. We still contend that the closer our understandings are, the better it is for all those concerned, but especially for those who have large sums of money invested in their equipment and their business.

Name of Mike Casey Lives Again

THE memory of one of the nation's most respected Teamsters was honored on Labor Day when the steamship *Michael Casey* hit the water of San Francisco Bay to sail the seas as fearlessly as Mike Casey navigated the troublous cross currents of life.

The SS *Michael Casey* is one of the new Liberty ships rolling off the assembly lines conjured out of nowhere by the miraculous Henry Kaiser as the answer to his country's pressing need for ships.

The ship was launched on Labor Day at the plant of the Permanente Metals Corp. at Richmond, Calif., with International Representative Joseph M. Casey of Indianapolis as the master of ceremonies.

Casey, a son of the late Teamster pioneer, was sent as the representative of the International by General President Daniel J. Tobin in a fitting official tribute from the union Mike Casey represented so long and so faithfully.

In addition, the general president dispatched a telegram to International Vice-President John P. McLaughlin which said:

"Deeply regret inability of Mrs. Tobin and myself to be present at the naming of a government defense ship after the man whom we all respected and venerated, Michael Casey.

"If the ship will represent the man after whom it is named, it will bring honor and credit to our nation and to the world which

is now struggling to maintain freedom and justice."

Another telegram from President William Green of the American Federation of Labor described the naming of the ship as "an honor well deserved."

Assisting McLaughlin in making arrangements for the event was Steve Gilligan, secretary of the San Francisco Joint Council of Teamsters.

Under the direction of the public relations department of the Kaiser organization, the ceremonies moved with the precision of a military operation and were broadcast over the radio to thousands of San Franciscans who knew Mike Casey as a man who served his community as he served labor.

The principal speaker was John A. O'Connell, secretary of the San Francisco Labor Council, who expressed the hope that the spirit of Michael Casey would guide his ship through the dangers that will confront it on the voyage to victory.

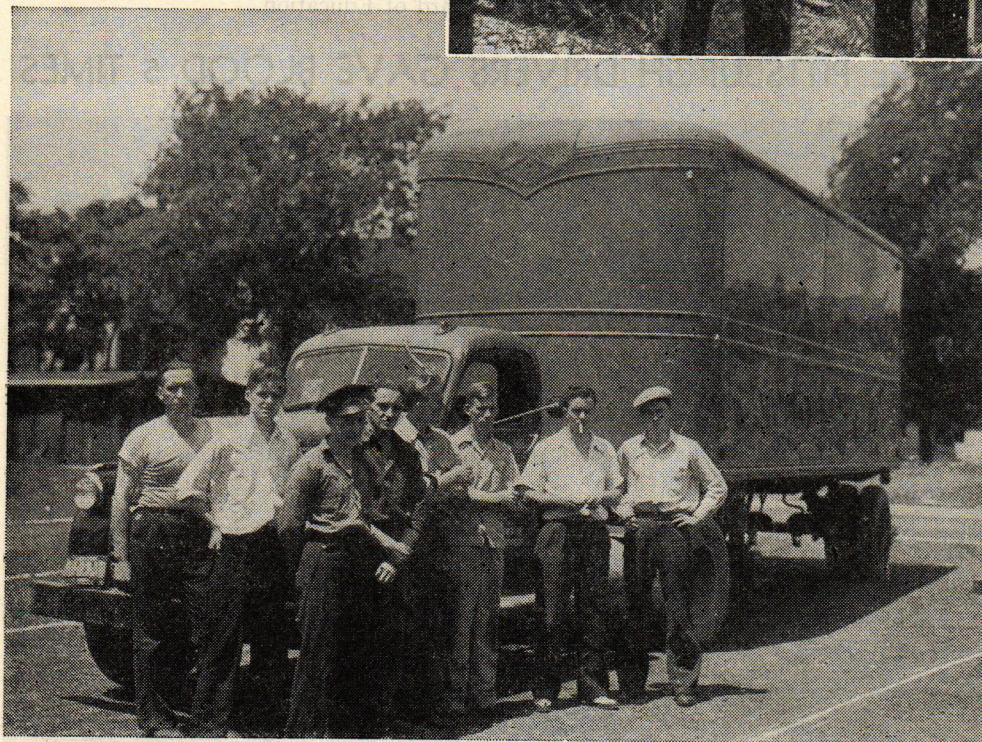
Mayor Angelo J. Rossi appeared on the program representing the city of San Francisco while Dr. John R. Steelman, head of the U. S. conciliation service, represented the federal government.

The Most Rev. John J. Mitty, archbishop of San Francisco, concluded the formal program with an invocation as the 10,000-ton ship slid down the ways to tell the world that the name of Michael Casey lives again in the struggle for human progress.

Detroit Trains Men

Pictured at the right are two "professors" on the "campus" of Detroit's new "college" for truck drivers. Standing on the left is Edison Smith, twice holder of the national truck driving championship, and William Merritt, a veteran of years of over-the-road operations. Both are members of Local No. 299.

Below are a group of graduates of the first class of truck drivers standing in front of the equipment on which they practiced. From left to right they are Drivers W. Smith, McNeil, Bor, McIntyre, Thompson, Money, Scott and Gillis.



DETROIT Teamsters have done something about the manpower shortage in the trucking industry. In cooperation with the employers and federal government they have set up a school for truck drivers and mechanics. The first class of 28 men graduated in August are all employed by Michigan trucking companies. The second class

of 25 men completed their final examinations soon after and also went into the industry to relieve the critical shortage of competent drivers.

Another class is now undergoing instruction.

The staff of the school is composed of men from all branches of motor transpor-

tation. The course includes instruction in the care of equipment, traffic rules, Interstate Commerce Commission regulations and actual experience in handling trucks and trailers.

Instructors for the driving course are two veteran members of Local No. 299. One of them is Edison Smith, who won the national driving championship two years in succession.

The other is William Merritt, one of the original members of Local No. 299 employed by the Square Deal Cartage Company. He has had many years of experience in over-the-road operations.

Men approved for training receive 75

cents an hour while in school and if they qualify, are given union jobs immediately.

The program has proven so successful that International Trustee James R. Hoffa gave it his approval as a permanent plan, instead of only as a war emergency measure.

"The Detroit Joint Council of Teamsters feels proud of the fact that we are a part of this program, which, we trust, will be continued after the war," Hoffa said.

The program was initiated by the Apprenticeship Training Division of the War Manpower Commission and was carried out with the assistance of the Michigan Trucking Association, the Teamsters, and the Detroit Board of Education.

THESE PITTSBURGH DRIVERS GAVE BLOOD 5 TIMES



These members of the Pittsburgh Press chapel of Local No. 211 have all donated their blood five times to the Red Cross. Standing, left to right, they are Peter Knox, Ed Jackson, Sam Jackson and Joseph Welte. Seated are Joseph Nellis, holding the certificate of appreciation issued by the Red Cross to Local No. 211, and William Pasquzzi. Since this picture was taken, President J. B. McHale reports that Local No. 211 has acquired four more five-time donors. They are William McGrath, William O'Connell, Fred Wilder and Harold Colledge.

N. Y. Financiers Favor Orientals

BY THOMAS E. FLYNN

Executive Assistant to the General President

AT ITS August session in Chicago, the executive council of the American Federation of Labor went on record opposing repeal of the Chinese exclusion act.

This was not done in any lack of appreciation for the brave fight China has been making to preserve its independence. Nor does it indicate any prejudice toward the Chinese people.

The action of the AFL executive council was to protect the American workers from the threat of cheap foreign labor, a peril that any weakening of the immigration laws would invite.

At the time the executive council acted, a campaign for repeal of the act was under way by noisy radical minorities. The Teamsters' Union took cognizance of that agitation and answered it in the August issue of this magazine.

The Teamsters reaffirmed their support of rigidly restricted immigration and pointed out that the original sponsors of the wide open door policy were large industrialists looking for cheap labor as a means of breaking union organization and wage scales.

Since then an organization which calls itself the "Citizens' Committee to Repeal Chinese Exclusion and Place Immigration on a Quota Basis" has written to protest the position of the Teamsters.

The CCRCEPIQB, as we will call it to save space, contends that it is inspired by the loftiest of motives and seeks only to recognize the valor of the Chinese, by eliminating discrimination against them. But the joker in this is that under the sentimental argument of honoring the Chinese, it would remove the restrictions on all Orientals by placing "immigration on a quota basis."

Thus the CCRCEPIQB program would admit Hindus, Burmese, Malaysians and JAPS while it also admitted Chinese. The

Orient contains seething millions of coolie laborers clamoring for admission to this country. They could live in more luxury than they ever visualized on a wage of a few cents a day.

And industrialists who hired them at those wages would roll in greater profits than they were ever able to make on American workmen at union wages.

The CCRCEPIQB maintains that it is not contaminated by low thoughts of business profits. In support of this, it exhibits a list of missionaries, authors, archeologists, anthropologists, professors, clergymen and social workers as its sponsors.

But there is more than meets the casual eye on that list. It contains some names that you don't usually find cavorting with social workers. Who, for instance, would ever expect to find the financial house of J. P. Morgan & Co. represented in any bright-eyed group of welfare workers? But it is!

And it is represented not by any office boy or junior clerk. The big shot, Thomas W. Lamont, chairman of the executive board, is a member of this committee to open up Oriental immigration.

Lamont is also a director of the United States Steel Corp. and of the Atchison, Topeka and Santa Fe Railroad. Would they be interested in coolie labor for section gangs or blast furnaces?

The CCRCEPIQB does not feature the name of Lamont nor does it mention his financial or industrial interests. It buries his name under a number of social workers and lists his address only as "N. Y."

If Lamont was on that list of Oriental immigration agitators all alone, it might be just a coincidence. He might be a social improver at heart. But Lamont is not alone.

With him is James G. Blaine, another Wall Street banker, Republican national committeeman and a director of the Studebaker Corp., Remington Rand, and the Chesapeake & Ohio Railroad. If there were just Lamont and Blaine, a couple of well meaning financiers, that might be a coincidence, too.

But it doesn't stop there. The sponsors of the committee to let down the bars to Oriental immigration include the following significant names.

Henry F. Grady, president of the American President Steamship Lines of San Francisco and trade adviser to the San Francisco Chamber of Commerce. This steamship company would carry the Oriental immigrants to the U. S. as paid passengers.

Paul G. Hoffman, president of the Studebaker Corp. and vice-president of the passenger car division of the Automobile Manufacturers' Association.

J. Hugh Jackson, director of the American President Steamship Lines and director of the Palo Alto National Bank. He is also an associate in Price, Waterhouse & Co., the big accounting firm which audits corporation books.

Carl W. Jones, publisher of the *Minneapolis Journal*. Jones is also an amateur magician and pulls rabbits out of hats like Orientals out of Asia.

Hiram Bingham, ex-Republican United States senator from the manufacturing state of Connecticut, whose industries might be able to use a little cheap labor to avoid the expense of moving south. Bingham was a delegate to the Republican national conventions which nominated Coolidge, Hoover and Landon.

Thomas L. Sidlo, former executive and general counsel of the Scripps-Howard newspapers and prominent in the Cleveland Chamber of Commerce.

Cornelius V. Starr, publisher of the *Shanghai Evening Post*, organizer of the American International Underwriters Corp., director of the Underwriters' Bank of the

Far East, director of the Commonwealth Discount Corp. of Manila, chairman of the board of the United States Life Insurance Co. and director of Compagnie Franco-Americaine d'Assurances.

Frederick H. Wood, the New York corporation lawyer who had the NIRA declared unconstitutional and who has appeared in other big cases for the railroads and the coal mine operators. According to one of the leading labor lawyers of this country, Wood is "one of the outstanding corporation lawyers supporting big business. He is conservative, believes in the sanctity of wealth, private property and corporations."

Wilson Compton, general manager of the National Lumber Manufacturers' Association and first president of Washington Trade Association executives.

Max Epstein, chairman of the board of the General American Transportation Corp. and director of the *Chicago Daily News*.

Robert Garrett, banker and director of the Baltimore and Ohio Railroad.

Julean Arnold, organizer of the American Chamber of Commerce in Shanghai.

The wife of a Kentucky coal executive is included on the list with members of the families of other widely scattered commercial interests.

Perhaps all these people are inspired by an unselfish desire to help the Chinese.

The American Federation of Labor, however, is interested in helping Americans. It believes that the welfare of American workmen would be endangered by any weakening of the immigration laws. Especially is labor suspicious of any altruistic program openly sponsored by social workers and quietly supported by large commercial and industrial interests which would profit by the cheap labor that would rush in from the Orient if the barriers are let down.

We are certain that in the face of conflicting advice on Oriental immigration, labor will listen to its own leaders and not to the representatives of J. P. Morgan & Co.

Tobin Attacks Founders of CIO

Caused Injury to Miners by Repeal of Guffey Act

BY DANIEL J. TOBIN

THE action of the International Association of Machinists in withdrawing from the American Federation of Labor was about the most unjustified action we know of within the labor movement in recent years. It could be almost classed with the action of the unions which withdrew from the federation to join the CIO.

We have no hesitancy in saying that those who created the CIO did more to destroy labor than any men who were ever engaged in the labor movement. Most of the present adverse legislation against labor can be charged to the division of labor, first started by the founders of the CIO.

The leaders of the labor movement are not taken seriously on Capitol Hill by congressmen or senators. While it is true that the AFL and CIO representatives agree on certain labor legislation, it is also true that they substantially disagree on many other important matters.

Some of the leaders in the CIO who are friends of this union still insist that because they formed the CIO on the so-called industrial basis we have organized millions of men.

To us that is just whitewash and a smoke screen to deceive those who do not know the exact story.

If those people had remained within the federation, they could have done just exactly what they have done in organizing under the charter of the CIO, and they might have done much more because we would not be engaged in disorganizing each other's unions by raiding.

What brought about the organization of the unorganized that has taken place in recent years was the favorable legislation for labor enacted under the leadership of the present administration.

It first began by the enactment of the NIRA and when that law was declared unconstitutional we got through the Wagner Act, known as the National Labor Relations Act, which disestablished company unions and all other forms of intimidation against the workers.

Until we got to wrangling amongst ourselves over jurisdiction, this act was a lifesaver.

Then, to help the Miners, we obtained the Guffey Act, which has since been repealed. That Act made the Miners' Union.

Steel Workers, under the Wagner Act, were given the right to openly and freely organize. Then the establishment of the "Fair Wage Law" helped to organize many places in the South. The CIO and its industrial unionism could never have done what they have done in organizing were it not for favorable labor legislation.

Now all of this labor legislation is liable to be repealed, as was the Guffey Coal Act which helped the Miners, just because of the split within labor. The CIO, as I see the picture, has no intention whatsoever of joining hands with the 6,000,000 paid-up members in the American Federation of Labor.

We do not know the membership of the CIO—they do not give any figures out. The American Federation of Labor does. We hope CIO statements are correct as to their membership. We substantially doubt them, however.

We do know this: that all organizations of labor will lose substantially in membership when the war ends.

After the ending of the last World War, which was small compared to this war, the membership of the American Federa-

tion of Labor went down from 5,000,000 to 2,500,000.

This writer knows because he was treasurer of the American Federation of Labor during those years. It is safe to say that the membership of organized labor will go back one-third shortly after the ending of this war.

We will also have to fight reductions in wages. Many of the CIO unions are war organizations. Certainly there will not be 40,000 employees in the Boeing airplane manufacturing plant. We will have so many airplanes that we won't know what to do with them, and that goes for many other war industries, many of which have been organized by the CIO.

The manufacture of steel dropped from 100 per cent capacity of production down as low as 20 per cent production. In other words, one-fifth of its wartime production was all that was necessary in the years after the war.

For all those reasons we regret the ceasing to pay dues into the federation by the Machinists' Union. We believe that the Machinists should have stayed within the federation and fought their fights there and abided by the decision of the federation.

If they felt aggrieved, as undoubtedly they did in some instances, they should have kept on fighting to get the majority to see their arguments. Withdrawal and division is no more justified by an international union than it is for a bunch of members within a local union to withdraw because they don't like the action of the officers or of the majority.

We are hopeful, and shall continue to hope, that the Machinists throughout the nation, good union men and women, will return to the federation and help to build up that institution and to strengthen it against the days of adversity that are coming for the masses of organized labor movements of America.

General Thanks California Teamsters

TRANSPORTATION CORPS, U. S. ARMY

Headquarters

Lathrop Holding and Reconsignment Point

Lathrop, California.

Mr. Wm. J. Conboy, International Representative,
Teamsters, Chauffeurs, Warehousemen and Helpers' Local No. 439,
421 East Miner Avenue,
Stockton, California.

My Dear Mr. Conboy:

Now that I am to be relieved from duty and command of the Lathrop Holding and Reconsignment Point and returned to the retired list, I desire to express to you, and through you to the members of your union, the great appreciation I have of the loyal and patriotic service performed by the Union in connection with the receiving, storing and shipping of war materials at this point.

Since its activation on July 1, 1942, Lathrop Holding and Reconsignment Point has achieved an enviable reputation for efficient handling of Government supplies, and to a very considerable extent this reputation is due to the wholehearted, patriotic support given to me and the other officials by you and members of your Union.

Please express to them my personal thanks and the thanks of our Government for the excellent work they have done.

Sincerely,

A. B. WARFIELD,
Brigadier General, U. S. A., Retired.

Truck Driving Is Still Essential

BY OTTO S. BEYER

Director, Division of Transport Personnel, Office of Defense Transportation

THE War Manpower Commission has recently announced a new list of "critical" occupations. Members of the Brotherhood of Teamsters have probably seen this list, and many may have been concerned because the occupation of truck driver was not included. A brief review of pertinent regulations should therefore be in order.

First, it is most important that men employed in the trucking industry be informed that the fact that drivers are not included in this new listing does *not* mean that the War Manpower Commission no longer considers truck drivers essential.

This list does *not* replace the national list of "essential" activities and occupations in effect since June, 1942. It does *not* affect the status of those in the trucking industry in any way.

What, then, is the purpose of this list of "critical" occupations? What is it and what does it do?

There are 149 occupations listed. There is a national shortage of workers in each of these occupations, and the training for each job takes at least two years. Men must transfer to an "essential" war industry if they are not in one already. They may then receive special consideration for Selective Service deferment.

Where do members of the Brotherhood of Teamsters stand in relation to this list of "critical" occupations?

Trucking is still an "essential" activity. The list of essential activities and occupations still carries with it the same rights and protections as before. The new list of "critical" occupations does not replace any occupations previously considered essential.

As before only certain *occupations* (jobs) in the trucking *activity* (industry) are listed as "essential." These are drivers of heavy-

duty equipment in over-the-road trucking if—

1. They are employed by a common carrier.
2. They are employed by a contract carrier to transport essential or unclassified (as opposed to non-deferrable) products.
3. They are employed by a private carrier transporting essential goods.

Local cartage and local delivery operations are not on the national list of "essential" activities.

The omission of local cartage and delivery services from the national list does not mean that they are considered unimportant in the war effort. Along with many other services which are local in nature, the War Manpower Commission has felt it is more advisable to handle local cartage and delivery service on a local basis.

When faced with a serious manpower shortage it is sometimes possible for the local cartage industry in a given city or area to be declared "locally needed" by the area director of the War Manpower Commission.

While local cartage (common carrier) operations in a city may be declared "locally needed" as a unit, local delivery services are usually granted "locally needed" status in connection with the particular industry they serve, such as milk, bakery products, coal, etc.

It should be noted that only those particular companies in a "locally needed" activity which are conforming to War Manpower Commission policies and regulations and such operating standards as may be laid down for the industry will be afforded assistance under the "locally needed" status.

"Locally needed" activities lie midway between "critical" and "essential" activities and occupations on the one hand, and

"non-deferrable" and "unclassified" activities and occupations on the other. For all purposes excepting Selective Service deferment, a "locally needed" activity is given the same assistance and is subject to the same controls as an "essential" activity; hiring controls and assistance in recruitment and training of workers follow the same lines.

Selective Service boards are not instructed to give any special consideration for deferment to men in such activities. However, the local boards may grant an occupational deferment for an employee in a "locally needed" activity, and the fact that a man is in such an activity will be considered by the board in making its final determination of a case.

In summary, then, the following items are of importance to members of the Brotherhood of Teamsters:

1. Trucking is recognized as a vital war industry.
2. Teamsters in over-the-road trucking generally are in work recognized as "essential."

3. Teamsters in local operations may be included in a "locally needed" activity, dependent on local shortages.

4. Teamsters are not in a non-deferrable classification.

5. The list of "critical" occupations does not affect their former status.

It cannot be urged too strongly that employees in the trucking industry stay on their essential jobs. They should not leave their present occupation under the mistaken idea that trucking is no longer considered essential.

Their status in regard to War Manpower Commission controls and Selective Service will *not* be benefited by a transfer to another activity or occupation, unless they are not using their highest skills.

Any member of the Brotherhood of Teamsters who is working at his highest skill is doing an important job—a job necessary to the war.

Only if he sticks to his job can the trucking industry continue its vital role in the transportation of war goods.

International Teamster Magazine Interests Soldiers

Sept. 8, 1943.

INTERNATIONAL TEAMSTER.

Gentlemen:

Will you kindly make a change of address on my copy of the monthly magazine. I have been getting it regularly, but generally a month or two late, due to the fact that I have been shipped around to several posts all over the U. S.

After reading it from cover to cover, I always leave it in the day room, and often see it being read by men who were not Teamsters, but interested, nevertheless.

I am a member of Local 249, Pittsburgh, Pa., and want to thank you for all the past copies and also for the ones of the coming months that I look forward to reading and enjoying.

After months of specialized training, I am now working as an engine specialist on all types of aircraft. Quite a change from wheeling Benkart's Mack trucks over the city streets.

Sincerely yours,

CPL. B. W. McDONALD

313th Mat. Sqdn., Morrison Field
West Palm Beach, Fla.

Associated Farmers Unmasked!

Were Part of Huge Subversive Conspiracy

BY LESTER M. HUNT

THE Associated Farmers of California stand unmasked as part of the huge seditious conspiracy to push America, like a bawling, fat calf, into the slaughter house of Adolf Hitler.

They are unmasked in the amazing new book, *Under Cover*, which is an encyclopedia of treason, written by a man who risked his life for four years to mingle with the Fascist underground and learn its secrets.

Under Cover exposes the Associated Farmers as an organization, "not of farmers, but mostly of bruisers who resorted to terrorism and were financed mainly by the oil companies and railroads to beat down organized labor."

Labor knew they were not farmers but labor did not know where all the money came from to promote their assaults on unionism. And while labor knew that their tactics were anti-American, it did not know that their motives were anti-American also.

We did not know that they whistled through the same flute that played the Horst Wessel anthem for the German-American Bund.

For that information we are indebted to John Roy Carlson, the courageous author of this courageous book.

Carlson branded the Associated Farmers as part of the American Coalition of Patriotic Societies, through which German and American Nazis carried on their campaign against America.

The coalition, Carlson revealed, included

115 organizations, some subversive and others merely subnormal, but all pouring water on Hitler's wheel.

Some of these groups were attracted by their hatred of Communism but at that time the Communists were cooperating in the conspiracy to make this country defenseless. They were merely working the other side of the street.

The coalition of "patriotic" societies maintained a powerful lobby in Washington, D. C., where it campaigned in congress against every measure to strengthen the military defenses of the United States prior to Pearl Harbor.

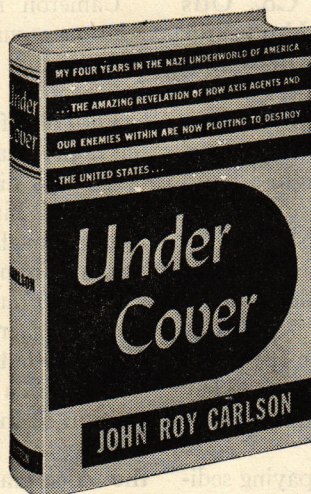
More than 50 congressmen and senators did the work of the subversive coalition and became the front men of German agents.

They came so close to success that the measure to

extend the army draft was carried by only a single vote in the lower house of congress.

Had that measure been defeated by the congressional Quislings, the troops of Gen. MacArthur and Gen. Eisenhower would not be advancing today. And we would be counting our dead by tens of thousands in half-trained troops thrown into battle to halt the conquering European and Asiatic hordes of Fascism.

The roster of American representatives and senators who carried out the orders from Germany is printed in *Under Cover*. Most of them will be asking for your votes again next year to win a war they tried to lose



for us. The Associated Farmers will be voting for them.

In addition to the oil companies and railroads which Carlson said financed the Associated Farmers, American industry was throwing its money into other subversive organizations.

Carlson reports that Henry Ford reputedly put up \$300,000 to launch the America First Committee. And into that pot of pollution poured aid and comfort to the enemy from executives of the National Association of Manufacturers, Remington Rand, E. I. DuPont de Nemours, General Motors, Sears Roebuck & Co., Otis Elevator Co., International Harvester Co., Florsheim Shoe Co., Allis-Chalmers, Republic Steel, Hormel Packing Co., Public Service Corp. of New Jersey, the Illinois Manufacturers' Association, William Wrigley, and numerous banks.

Many of these industrialists were attracted to the America First Committee because of its hostility to President Roosevelt and organized labor.

It was from such sources that Hitler got his original finances in Germany. They paid him to cut labor's throat, which he did. Then he cut their throats.

American industrialists were paying seditious organizations in the United States to cut labor's throat also. But fortunately for these very industrialists, American labor woke up in time.

Before that awakening, however, the Bund, the Ku Klux Klan and America First had bored into some independent unions while the Communists achieved some success in CIO unions for their propaganda, which paralleled that of America First.

In fact, the two groups worked so closely together that America First financed the Communist picket line around the White House branding the President as a "war monger."

Supporting the seditious program, Carlson related, were such wealthy newspaper

publishers as Col. Robert Rutherford McCormick of the *Chicago Tribune*, Joseph Medill Patterson of the *New York Daily News*, Eleanor Patterson of the *Washington Times-Herald*, William Randolph Hearst and Frank E. Gannett.

Under Cover shows that more than money came from the organization of Henry Ford to help the Nazi program. It was from the Ford plant that Fritz Kuhn came to lead the Bund.

From there also came William J. Cameron, the voice of Ford's "Sunday Evening Hour" on the radio and editor of Ford's anti-Jewish *Dearborn Independent*.

Cameron is revealed as Ford's public relations counsel who dreamed up a new religion that was both anti-Catholic and anti-Semitic. The Nazis loved that.

Ford also feathered a nest for the moulting eagle, Charles A. Lindbergh, after Lindbergh was discredited and exposed. Both Ford and Lindbergh were decorated with German medals and Ford won honorable mention from Hitler in *Mein Kampf*.

Another buddy of Ford was Seagull Eddie Rickenbacker, also one of the original America Firsters and an apostle of isolation.

Carlson's Book is complete confirmation of the charges made against the Bund, the Klan, America First and the Associated Farmers by THE INTERNATIONAL TEAMSTER.

He proved conclusively that this was not a sincere move by misguided fatheads, although there were plenty of them in it. The subversive movement followed a pattern designed by Germany and Japan for the purpose of confusing and inflaming Americans against each other.

Every subversive organization had its work laid out for it. Some, like the Black Legion, incited race riots. Others, camouflaged as "sporting clubs," drilled squads in street fighting. Still others, composed largely of women, spread rumors by word of mouth to arouse fear or suspicion of the federal government.

These organizations did not die with

Pearl Harbor. They went underground. Today their program is to create sentiment for a negotiated peace that would leave Germany and Japan sufficiently strong to renew their preparations for another war.

They are talking of a "Christian peace."

During his four years of dangerous investigation, Carlson followed the trail of sedition from one end of the country to the other and saw its poison spread through religious organizations as well as labor and business groups.

The fight isn't over yet. The most sinister phase of it has just begun. This article barely scratches the surface of the story Carlson tells.

Walter Winchell has been telling chapters of the same story for years over the radio despite threats from thugs and pressure from politicians. We are indebted to Winchell for the information that such a book was on the market. Powerful influences tried to suppress it. When you read it, you can understand why.

If you want to see who is creeping up behind you with a knife, read *Under Cover*.

Locals Can Pay Dues of Soldiers

IT is distinctly understood that when a man ceases to be engaged at our craft he must take a withdrawal card. When this constitution was drafted and written we did not, of course, know that we were to be engaged in a world-wide war.

Consequently it seems unfair — although it is within the law — to force withdrawal cards on men who have been called to the service of our country because of this great world struggle for freedom and civilization.

The International Union cannot force a local union to carry such members along in good standing so that they can be eligible for local office immediately upon their return, but the International Union will not object if the local does pay the dues of each member every two or three months so that the member can be in good standing.

The International Union understands that local unions have benefits and that their laws require a man to be in continuous good standing in order to be entitled to those benefits.

If a local union desires to do so — that is, to carry a member in good standing who has been called to the service of his country — they can do so by appropriating enough money each quarter to pay the individual's dues, and then, of course, if the per capita tax of thirty cents a month is

paid to the International Union on this man, he can be considered as in good standing.

The money would not leave the local union. It would simply be appropriated by a vote and a check drawn and turned over to the secretary-treasurer and credit for the man's dues given on the books of the local union.

If the dues are two dollars a month, the check could be drawn once every three months for six dollars; then per capita tax paid to the International Union on the individual. While the International Union cannot force any union to do this, it will not object to such procedure for men who are *in uniform*, called to the colors by their country.

This does not apply to a man who leaves our work and goes to work in a munition factory or some other plant where there are higher wages; nor does it apply to a man driving a truck who goes to work temporarily to help out, as he says, in either government work or private work.

What we are trying to do is to be fair and to place our stamp of approval on the men who go into the armed forces in defense of the nation, and to give those men, by carrying them in good standing, a chance to be candidates for office without having to wait for two years after they return.



It takes

1

1. Marines landing supplies on Rendova Island from motor-driven "landing ship-tanks" in the battle for the Solomons.

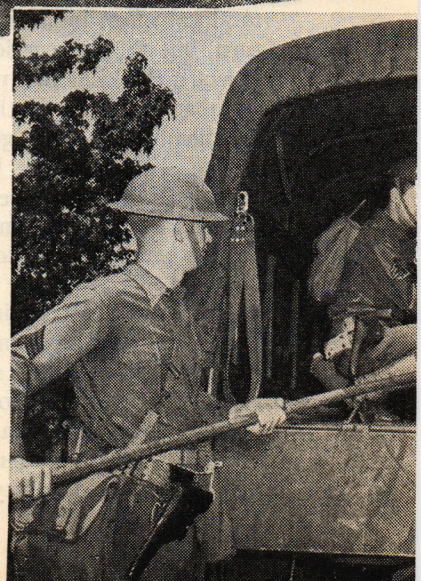
2. Pilots dashing to the planes after being rushed up in fast trucks.

3. Machine gun crew of 20th Infantry operating 50-calibre gun from the back of a pick-up truck.



3

No. 1, official Marine Corps photo. No. 2, official U. S. Army photo. All others, official Signal Corps photos.



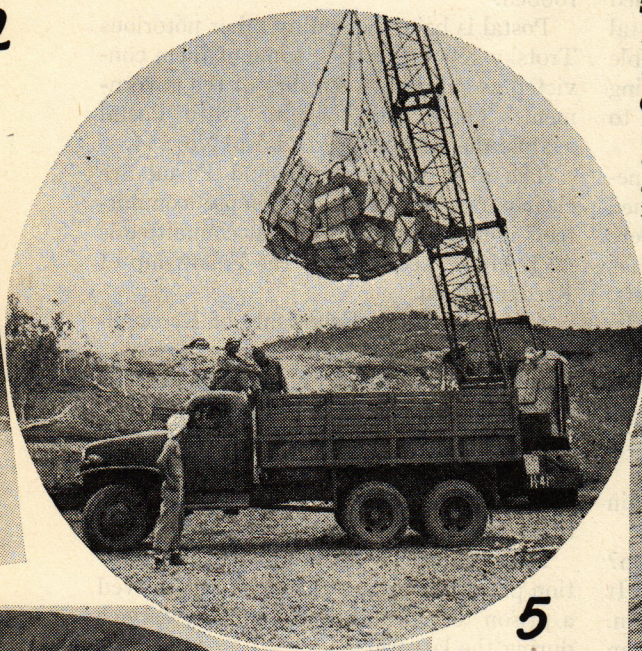
It Takes GAS and GUTS

4. Members of the Signal Corps laying field wire from specially equipped truck. The reel is operated by a small gasoline engine when it rolls up the wire.

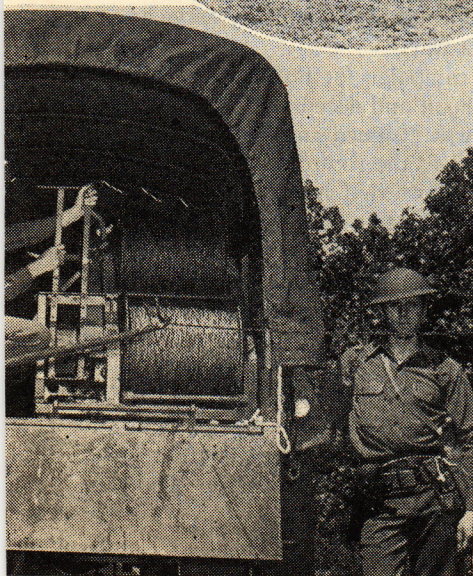
5. Crane operating from a truck drops supplies from an amphibious truck into a land truck for distribution to American troops in New Caledonia.

6. That's a truck in the water alongside a ship in Noumea Bay, South Pacific. It is a 2½-ton amphibious truck, known as a "duck." The "duck" drives down a road to the water and sails out to a supply ship. The supplies are dropped into the "duck" which then goes ashore and the supplies are transferred as in No. 5.

2

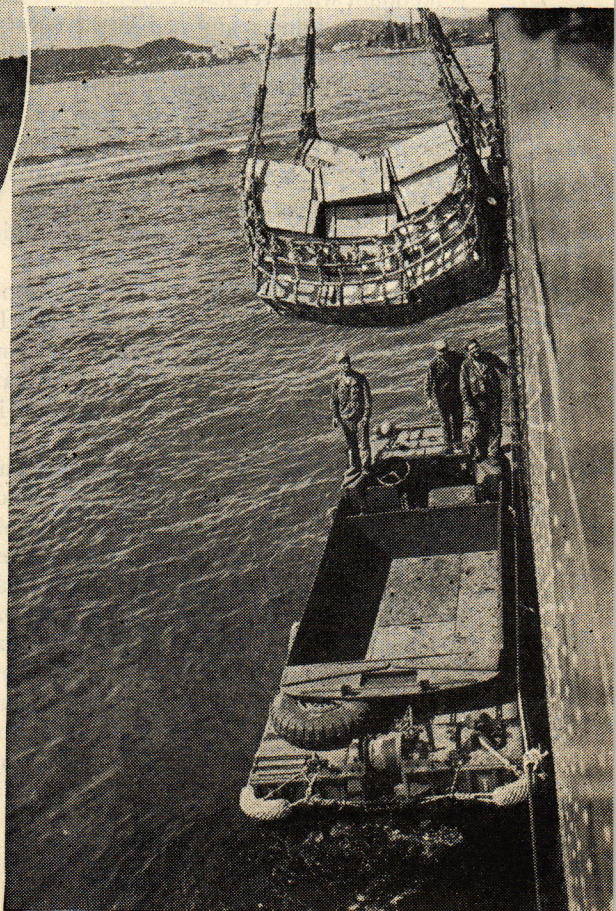


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4

6



Postal Convicted of Stealing Our Funds —

Now He Wants More Money

BY SIDNEY L. BRENNAN

International Vice-President

AN ORGANIZATION which calls itself the "Workers' Defense League" has started a drive for funds in Minnesota.

The alleged purpose of this financial campaign is to release a convict named Kelly Postal from Stillwater Prison. Postal was convicted of the most contemptible crime a union man can commit — stealing the money of other union men entrusted to his care.

He was convicted in the courts of Hennepin County and his conviction was sustained by the supreme court of Minnesota. There is no doubt whatever about his guilt. It has been affirmed and reaffirmed in the courts.

Before the supreme court acted, the "Workers' Defense League" started a campaign for funds to appeal the case to the supreme court. But after the supreme court acted, the "Defense" league continued its campaign, merely shifting its appeal.

They now say they want money to obtain a pardon.

Why do they need money for a pardon? Do they intend to bribe somebody? It doesn't cost anything to obtain a pardon. All anyone has to do is to show that a man was wrongfully convicted and a pardon is virtually automatic. And it is free.

Perhaps Postal and his "Defense" league don't understand how a democracy functions to protect the rights of its citizens. This is not surprising because Postal himself was always advocating a dictatorial form of government and his pals in the "Defense" league are openly propagandizing in behalf of alien systems of government.

In other words, Postal was a borer from within, a disrupter, a man who gained the confidence of union men only to betray them, destroy their union and embezzle their funds.

This convict is now running true to form in trying to promote a racket from his prison cell to entice more money from the pockets of the union men he has already robbed.

Postal is being helped by other notorious Trotsky revolutionaries, some of them convicted as subversive enemies of the government. These men conspired with Postal against the membership of Local No. 544.

The alien influences behind Postal are clearly revealed by his "defense committee." One of the men on that committee is A. J. Muste, secretary of the Fellowship of Reconciliation.

And what is the Fellowship of Reconciliation?

It is a propaganda organization to promote friendly feelings for the Japs and harmonious relations in the Pacific. Does that mean a negotiated peace? Since Pearl Harbor this organization has attempted to celebrate Jap Buddhist festivals in the West.

Also behind Postal is another organization promoted by an ex-convict who served a prison term for shirking military service during the last war.

The whole campaign for Postal is one of outright falsehood and deception.

It says he was "framed and railroaded."

Well, what does the record say?

The record shows that he was convicted by a jury of first degree larceny in stealing \$5,000 from General Drivers' Union No. 544 in Minneapolis.

The supreme court, in affirming the conviction, remarked:

"The property of labor unions is just as sacred as that of any other organization or person, and the officers of those unions, like officers of other organizations, are bound to respect the title to that property. The

defendant (Postal) apparently forgot this."

That's the case in a nutshell.

In referring to evidence that Postal was a Communist and therefore liable to expulsion from membership under the laws of the union, the high court ruled that this evidence was admissible to show Postal's lack of good faith.

And in answer to Postal's high sounding talk about helping the "rank and file" by taking them into the CIO, the supreme court said:

"From all the evidence the jury was justified in believing that the defendant for some time before the abortive attempt to secede from the AFL and join the CIO contemplated that such action would be desirable from his personal standpoint and would be advantaged by the possession of the funds which he diverted from Local No. 544."

So, the move to take Local No. 544 into the CIO was inspired by the selfish reason that it would profit Postal personally to do so.

The court also pointed out that Postal took the \$5,000 from the office of Local No. 544 in currency. He just shoved it in his pocket. He claimed he did this to "protect the funds of the union from any trustee who might be appointed by President Tobin." He was "protecting" that money just like the Germans "protected" Denmark, Holland, etc.

All the records of this dismal case of perverted leadership are on file in the offices of the Teamsters' Union.

Under the constitution of our International Union, the local membership involved and the local officers of our unions in Minneapolis who were loyal to their obligations, proceeded against Kelly Postal, who was the secretary-treasurer of old Local No. 544, when it was controlled by the Dunnes.

The charge against him was embezzlement of the funds of Local No. 544 and he was found guilty. He admits this in his circular, but he claims he was an innocent

victim of others and that the local union in its meetings approved his actions.

The meetings of the local union at that time consisted of a number of Trotskyites led by the Dunnes.

In some of its utterances the defense committee has the impertinence and the brazen presumption to say that Tobin appealed to President Roosevelt.

In answer, Tobin states that he would not desecrate the White House by even mentioning the name of one of those disrupters of trade unionism who belong to the Trotsky Party, which has as its purpose not only the overthrow of our government by revolution and force, but the overthrow of the Russian Stalin government, and apparently every other government.

Listen to the record of Kelly Postal and his connections with labor, as printed in his circular. He was born in 1896. He has worked as a coal miner, a railroad worker, and a skilled crane operator.

He must have been a member of those unions because he goes on to say that he was in the United Mine Workers during the Herrin County (Illinois) coal strikes of 1921 and 1923.

Anyone who remembers what happened over in Herrin County does not even want to think of the situation.

Postal was working as a machine expert in Minneapolis and he decided to start a campaign to organize the teamsters.

Why should a machine expert leave his expert technical trade to go in and organize the teamsters?

Why should this professional, highly-skilled crane operator leave his work to go to work as a teamster?

Why did he not continue with the Mine Workers or with the Railroad Workers?

The answer is that he went from one union to another, in our judgment boring from within, creating discontent and dissension, endeavoring to bring about a revolution in every trade in which he was employed by spreading the seeds of rebellion and hatred against our form of government

and especially against the trade union movement as represented by the American Federation of Labor.

President Tobin states that the only time he met Kelly Postal was in Washington, where, as his circular says, Postal appeared as a member of a committee of three to explain to the general executive board their actions in Minneapolis in forcing our dues-paying members to also pay tribute to their Trotsky Communist revolutionary gang.

While the conference with President Tobin and other members of the executive board was still in progress, Postal, accompanied by one of the Dunnes, went across the street to the United Mine Workers' office and obtained a charter from Denny Lewis under the system employed by District No. 50, United Mine Workers.

The charter of Local No. 544 had not yet been suspended by the International Brotherhood of Teamsters and conferences were not ended with the representatives of Local No. 544.

The International executive board decided within three or four days to send an international representative into Minneapolis from Washington to endeavor to straighten out the differences between the International Union and Local No. 544, controlled by the Dunnes, Postal and other Trotskyites.

The International Union is only interested to the extent that we hope everyone who is an embezzler of the funds of any of our local unions will be prosecuted and found guilty. We say to our members and to the friends of labor that the International Union does not prosecute or persecute anyone except to protect the funds of our unions.

The International officials, even when they had evidence that Postal, the Dunnes and others were violating the International constitution, tried to save them from continuing to blunder. But instead of listening to the advice of the International officials, they walked across the street while they were still affiliated with the International Union, and obtained a charter from another organization, District No. 50 of the United Mine Workers.

Then the loyal members of Local No. 544, backed by the officers of our other local unions in Minneapolis and St. Paul, investigated, took action, and charged that the funds of the local union had been embezzled.

On that charge Postal was found guilty.

And in the face of that record, he has the effrontery to ask you for money so that he won't have to pay the penalty for what he has already stolen.

John Bovingdon Once Had Two Sons

THE *Baltimore Federationist* prints a short sequel to the story of John Bovingdon that you probably never saw in the daily papers.

Remember Bovingdon? He was the expert on Far Eastern affairs fired by the Office of Economic Warfare because an anti-administration congressional "investigating" committee discovered that Bovingdon was also an athletic dancer.

That, according to the Dies investigators, proved that Bovingdon was unfit for federal service.

Remember those funny pictures the news-

papers printed of Bovingdon dancing in a pair of trunks?

Well, here's the sequel of the man who was "unfit" to serve his government. The *Baltimore Federationist* reveals that Bovingdon once had two sons. Now he only has one. One was killed in the service of his country a short time ago. The other is also in service.

Did the newspapers print the picture of the boy who died for his country? Oh, no! They printed funny pictures of the father for political propaganda against the administration.

Farm Politicians Bluff Congress

Dairy Interests Control Agriculture Department

BY DANIEL J. TOBIN

THE worst branch of the government in Washington today, insofar as our organization is concerned, is the Department of Agriculture. This department is almost entirely interested in the producer or farmer. Especially is this true insofar as dairy farmers are concerned.

The farmers have two or three "paper organizations" in the City of Washington, with lobbies that almost threaten the members of congress and especially the members of the senate. This particularly applies to so-called agricultural states like Oregon, Iowa, Nebraska, Indiana, Illinois and Kansas.

They have convinced the political office holders from those states that the farm lobby holds everything in its hands and has the power to make or break those representatives. Therefore those representatives are afraid to exercise their own independent judgment in many instances.

After all, we know of very few elected individuals in Washington, either now or in the years past, that were not always looking towards the next election.

Many of those congressmen forget they were elected to make laws to govern the entire United States and for the benefit of the entire United States, and they keep in mind only what is of particular interest to their respective states.

Take, for instance, Cotton Ed Smith. He is not as hostile toward labor as some of his colleagues. He comes from South Carolina. All he is interested in is to protect the cotton raisers of his state. He is a Democrat in name because that is the only way you can be elected in that state, but he hates with a bitter, intense hatred, the present head of our government.

Jimmy Byrnes was his associate senator from South Carolina and is perhaps the most respected man in the state. He has

been giving a square deal to labor throughout his entire public career, as a representative, a United States senator, a supreme court judge, and he is doing the best he can in the position he now holds as Director of War Mobilization, a kind of buffer between the President and all other bureaus of control in Washington.

The Department of Agriculture is headed at the present time by a gentleman named Wickard, who hails from Indiana. Mr. Wickard is a gentleman farmer, on the same order as Mr. Willkie. They have all the money they need to buy additional farms and to pay for labor on farm experiments. If necessary, they can afford to forego profits for the time being.

Mr. Wickard is wrapped up in the farmers. He was associated with Mr. Wallace for some time before Mr. Wallace became vice-president. Mr. Wallace never gave the farmers their own way in everything. We do not say that the farmers are running the Department of Agriculture now, but they come pretty near first in that department.

We have just had an order from Mr. Eastman stating that deliveries of milk would have to be curtailed. We know the origin of this order. The excuse is used that rubber and gasoline are scarce. We have had that to contend with for nearly two years and we have worked it out pretty well.

We know now from the information we have at hand that the rubber situation is better than it was six months ago. We also know that outside of the East, the gasoline situation is no worse than it was some months ago.

We fully understand that more gasoline has to go to Europe and we fully understand that transportation is difficult, but the European gasoline situation — if some government bureaus are telling the truth — should

be improved because our tankers are not being sunk so rapidly by submarines, and we have other sources to draw from since we got full control of the Mediterranean.

No man in our organization wants to do anything except be helpful to our government, but we are not going to sit down and take this medicine that is being handed out from some departments in Washington without strongly resenting it.

The working men and women of our country, through the aid and with the influence of the International Brotherhood of Teamsters and its 600,000 members and their families, are responsible for placing most of those people in the positions they hold today.

We do not say that in a boasting spirit. We say it because it is a fact and because we believed we were doing the right thing for our people and for the workers of the nation.

On the other hand, the farmers' paper organizations that are now bluffing the members of congress did everything in their power to put some of the old reactionary politicians back in power.

For instance, in Indiana in 1932 the rural districts voted solidly for old Jim Watson for United States Senator, while the industrial districts, the cities and towns where the working man and his family lived, voted for what they believed to be the progressive friends of labor. This same condition is true in many of the other states.

Take the State of New York. In northern New York, in the agricultural districts, you did not find people rolling up majorities for Roosevelt. They voted for Willkie or Hoover, or men of that type.

The progressive candidates, or the friends of labor, were defeated by hundreds of thousands of votes, until they entered the city of New York, where the working people and their families turned the tide of the election in that great state.

We are going to be made the goat by certain departments in Washington who

insist on cutting the cost of delivery to benefit the farmer at the expense of the driver by reducing deliveries, demoralizing labor, disorganizing whole communities, and inconveniencing everybody.

Yet this is done by the issuance of an order through the Office of Defense Transportation, headed by Mr. Eastman, which order is issued by somebody else but originates in the Department of Agriculture.

In other words the program is — "Let's give the farmer all and everything we can, especially the dairy farmer, and let's take it out of the drivers and their helpers and families."

Well, if the so-called temporary "powers that be" heading some of those departments believe that the workers of the nation are going to forget this procedure and similar procedure which has to do with other organizations of labor, then they are more blind than we believed them to be.

The officers of the International Brotherhood of Teamsters have done everything they possibly could to hold the line in the interests of our country and to be helpful to the President, but we are not superhuman and there are things we cannot do.

During the next year, with things getting more difficult, men and women may become more irritable as a result of their continuous employment and some of them get out of hand. If so, there will be no one to blame but some of those heads of departments who blunder along trying to run things in a so-called scientific or mathematical manner instead of using the rules of common sense and applying the laws of honesty and justice, and acting with foresight by looking at what might happen tomorrow or next month instead of listening to the appeals of professional lobbyists and politicians who may be surrounding them.

Labor has done a magnificent job in this struggle. Labor is giving all it has in sweat and tears because it has given its sons who are offered up as a sacrifice in this conflict for freedom. But labor will demand an accounting when the proper time comes,

and it insists on justice, based on courage, as well as on assumed patriotism recently acquired.

We seldom agree with Democratic Senator Tydings of Maryland. He has done nothing that we could boast about in helping labor or the President in this great world struggle, but we certainly do agree with him that innumerable pencil men in Washington are an expensive nuisance that should be gotten rid of, especially in the Department of Agriculture.

The theoretical pencil farmers, who never in their lives turned a shovel of dirt, are

making the laws and rules relative to whether your child is going to the store on Monday morning to purchase a quart of milk or whether the union driver shall deliver it to your door as he has always done.

And through the conniving of clever lawyers hired by the distributors of milk, in conjunction with the farmers' "paper organizations," they have the pencil men running around in circles with theoretical dreams which are causing more trouble and bringing about more opposition to the Roosevelt administration than anything else that we know of.

What Daily Milk Delivery Means

WHAT a joke it is to try to have in some of our large cities, central stations for the delivery of milk, or giving the entire handling of milk, cream, etc., over to the grocery stores; in other words, to get rid of the house-to-house delivery. Let us try to explain what this means.

By delivering to the grocery stores — which are almost entirely the chain stores now — all the milk to be distributed in a district, the head of a house can save about one cent a quart on milk. In other words he can buy the milk for one cent a quart less in the grocery store than if it is delivered at his back door.

In some instances there is a differential of 1½ cents a quart. Now then, the average store in New York is about four blocks away from the average family. That means that while some families are living close to the store, others are seven or eight blocks or nearly a mile away.

Can you imagine on a cold winter morning with the snow blowing, the mother sending her little boy or girl to the corner store for a quart of milk?

But the new emancipators of the working people, in order to be helpful to the farmers and cut down the cost of living, believe they are helping the working man and his family by insisting that the children go to the store,

or the mother interrupt cooking the breakfast and run four blocks to the store for a quart of milk.

Of course it is true that they can get the milk the night before. But in many instances electric ice boxes are not yet in use and many families have no ice to keep the milk. The milk is at least 24 hours old, if not more, even when it is delivered by the milk man in the morning at the door of the tenement.

If it is purchased the night before it is an additional day older. And for all this, 1 or 1½ cents is saved to the working man and his family.

An extra cent is expected to be added to the profit of the dairy farmer, who, in turn, is never satisfied, no matter what he gets but is continually kicking about how little he gets and how much the worker in the city gets who delivers the milk.

In all this proceeding the farmers' lobbyists are backed up by the distributors' lobbyists. The heads of the big distributing companies are now trying to get rid of their daily delivery systems and sell their milk in bulk to the dealers after it has been bottled and processed.

But any time the retail dealers — the chain stores — would join hands they could compel any distributor to maintain his serv-

ice to the public. If the house-to-house delivery is discontinued or drastically reduced, it will injure first the farmer, because less dairy products will be used if people have to carry them. The distributors such as the Borden Company, Sheffield Farms, National Dairy, Hood Company of Boston and others who oppose the unions, will be delivering their milk in large lots and destroying the consumption of dairy products.

It is only reasonable to assume that if there is only one pint of milk in the house and it is a bad morning, the mother will not send her child out for the additional milk

she needs. She will get along with what she has.

The small saving it would mean to the worker means substantially nothing but it means a great deal to all those engaged in the distribution of milk.

The Department of Agriculture had better open its eyes to these conditions before it is too late, because once you put something into practice during the war it will be difficult to change that practice at the ending of the war.

This is another crime against the citizenship by the phoney Farm Lobby!

Louisville Buys \$200,000 in Bonds

WE CANNOT publish accounts of all of the splendid purchases and work done by our local unions in all of the War Bond drives, particularly in this last one. The International Union has now over \$9,000,000 worth of bonds of different denominations. We purchased one-quarter of a million dollars' worth of the last issue, and we may purchase more as time goes on.

Of course we must have some liquid cash to protect our unions in case of disturbance. All unions should hold as nearly as they possibly can 50 per cent of their cash resources liquid. The International Union has invested much more than 50 per cent of its liquid assets in government bonds. However, we know we can turn those bonds into cash in an emergency. The worst that could happen to us would be to lose a point or two in interest.

We congratulate our unions throughout the country on the splendid support they gave our government in this last drive. As an example of what they did, we call attention to the action of Truck Drivers' Union No. 89 of Louisville, Ky.

This local purchased \$80,000 worth of the last issue of government bonds. It now holds a total of \$200,000 worth of bonds.

The local owns its own building and it is all paid for.

The reason we mention Local No. 89 is because a few years ago we had nothing in Louisville.

For 20 years the International sent organizer after organizer into Louisville, and they were either double-crossed by some of our "friends" or their efforts were destroyed by the bitter, labor-hating employers of that district.

Today we have what we consider an outstanding organization in Louisville and the work done by the officers of the local union deserves special recognition. We congratulate the officers and the local union not only for their outstanding efforts for our government in purchasing war bonds, but for their safe management of their funds and property. We are grateful to them for the organizing campaign they have carried on and for their absolute obedience to International laws and the decisions of the general executive officers.

Members and officers of Local No. 89, keep up this splendid work! The time will come in the years to follow this struggle when your great work for your membership and for the labor movement will bring greater rewards than you are now enjoying.

Pennsylvania Railroad Victim of Anaconda's Counterfeit Wire

THE Pennsylvania Railroad was a victim of the Anaconda Wire & Cable Company, according to Senator Homer T. Bone in exposing the depravity of the Anaconda company on the floor of the United States Senate recently.

The railroad used the same rotten wire that the equally rotten Anaconda company unloaded on the federal government for use of soldiers and sailors in battle.

It was the wire on which tests were faked by electrical devices, invented and installed by the Anaconda company to defraud its customers.

The fact that the Pennsylvania Railroad had used Anaconda wire is especially interesting in view of the disastrous wreck of a crack Pennsylvania train last month which carried scores of passengers and railroad men to their death.

Maybe counterfeit signal wire had nothing to do with it but it wouldn't worry the Anaconda company if it had. A company that would contemptuously endanger the lives of thousands of soldiers and sailors wouldn't worry about killing a trainload of civilians.

Barrels of saturating compounds that would pass the tests were specially prepared, and those barrels were kept adjacent to the saturating pits.

It would be represented to the government inspectors that that saturating compound was being applied to the wire, when in reality a highly inferior, much lower quality compound was actually being used to saturate the wire.

The tests would be applied to the barrels of saturating compounds that were specially prepared, and never would be applied to

And the company would laugh outright at the prospect of punishment when it remembers what happened to it when it was caught selling spurious wire to the army and navy.

A judge named Slick — Thomas W. Slick of the federal court in Fort Wayne, Ind. — fined the company only \$10,000 last June after it was caught in the depth of its conspiracy to defraud the government and jeopardize the lives of its fighting men.

The company admitted its guilt and so did five of its officials. Slick let them all off with a fine, after blubbering from the bench that they "were not the criminal type."

The whole story of this foul crime was unfolded by Senator Bone of Washington State.

We present herewith the third installment of Bone's sensational exposé, showing that the company not only cheated on the quality of its wire but cheated at every other point in its manufacture, even to inferior saturating compounds to preserve the finished product.

the saturating compound that was actually applied to the wire.

The electrical tests were performed so that the voltage submitted to the wire could be reflected on an ammeter, and the insulation resistance test would be reflected on an instrument called a galvanometer.

In the event the wire was to receive 10,000 volts, the electrical board was so rigged and so constructed that the ammeter would reflect 10,000 volts, but, in reality, only 5,000 volts would be submitted.

That is, on the electrical high-voltage test, never did the wire or cable receive more than one-half the voltage the specifications required that it receive.

That will give my friend the senator from West Virginia (Mr. Kilgore) some idea of what might happen on a battleship if such wires were used to conduct current to motors activating the turrets and controlling the firing apparatus. Of course, the deliberate production of such inferior wire, used for such purposes, could easily and naturally be construed as giving comfort and aid to the enemy.

The insulation resistance test was the test in which secret devices were used to cause the wire to appear much better than it actually was.

Those devices were referred to as button boxes, and they were secreted beneath the galvanometer set in the two electrical-test areas of the plant.

They were intricate devices which took much thought and effort to perfect, in that they were made up of what are known in the electrical business as bastard resistors.

Bastard resistors are hand wound, and are designed to give a resistance value which would not be an even value such as would be reflected upon standard resistors manufactured by various concerns.

Upon the use of one button, the voltage would be decreased, and the resistance value would be decreased to one-half of the standard resistance value and voltage required to be applied under the specifications.

Thus, the wire and cable would appear twice as good as it actually was.

Upon the use of another button, the voltage and resistance value would be decreased to one-fourth, thus making the wire appear four times as good as it actually was.

Similarly, another button decreased voltage and resistance to one-sixth of that required by the specifications, making the wire or cable appear to be six times as good as it actually was.

The use of another button would correspondingly decrease the voltage and resistance value to one-tenth of that required by the specifications, and thus made the wire and cable appear 10 times as good as it actually was.

Field wire is a wire that does not stretch from telephone pole to telephone pole, as we customarily see it used for telephone purposes, but is used on the ground and is run through rivers and through bushes and trees and across rocks, and must be of the quality specifications called for, or it will not be serviceable and cannot be used for the uses the government intends.

Field wire was the largest single item of manufacture by the plant. It was made for use in the Sahara Desert, the south Pacific islands, and Alaska.

As previously stated, in general all the tests submitted to all insulated wire and cable are of similar nature to those enumerated above.

Every product that was made by the Anaconda Co. in its Marion plant had the same similar practices enumerated above with reference to compliance with specifications and quality of material.

The Anaconda Co. and employees of that plant did not submit the tests of the wire and cable that were required of them.

The entire system was devised to prevent detection by the government inspectors and it was successfully done over a two-year period of time.

The great majority of the witnesses appearing before the grand jury were young men between the ages of 21 and 29.

They told of many meetings in the plant where they would be constantly warned not to discuss the test procedures with anybody and never talk with any government inspector or take a government inspector to their homes. They told of many instances where various employees would object to the practices and would be transferred to other jobs.

The plant was running 100 per cent production on contracts directly with the government and on subcontracts with various

navy shipyards from the middle of the year 1941.

Thirty-nine different witnesses described the use of the button boxes and told the grand jury of the tag-changing procedure which enabled the shipment of great quantities of wire and cable with no regard whatsoever to the testing procedure required to be followed.

This tag-changing procedure operated on a simple plan. One piece of a certain type of wire or cable is just the same as the next piece of the same type of wire or cable.

When a piece of wire or cable starts through production, it has affixed to it what is known as a process tag.

This process tag has a number which designates the number that piece of wire or cable has in relation to the number of the pieces of wire or cable that will be required to fill a designated contract; that is, the process tag will have affixed to it the contract designation. The number of pieces of wire and cable required to fill the particular contract, and specifically, the particular number this piece of wire has in the fulfillment of the contract.

That piece of wire is just like one piece of grain in a bushel basket or one cottonseed in a wagonload of cottonseed. It is indistinguishable from any other piece of wire or cable required to fill the particular contract.

Thus, it is possible for the company to adopt the practice that it did adopt by changing the tags from one piece of wire to another piece of wire, as follows:

This process tag will have followed a piece of wire through production until it will have become a finished product, and upon the process tag should be stamped the government inspector's approval reflecting that such piece of wire had passed all of the various tests.

So, the Anaconda Co. adopted the practice of choosing special reels of wire that would pass the electrical tests by the use of these fictitious test-button boxes.

It would keep these reels of wire in the test tanks and submit the electrical tests by

the use of the button boxes over and over again to the same reels of wire.

The government inspector sitting in a small room watching the ammeter and galvanometer and taking the readings has no opportunity to observe what goes on in the test pits and among the test tanks.

The government inspector has no opportunity to observe the use of the button boxes which apply the fictitious tests. When the so-called tests will have been completed, the government inspector will stamp the process tags reflecting that the electrical tests have been passed.

Then on night shifts, when there are no government inspectors in the plant, the employees will take the process tags off of the reels of wire and cable and place them on the previous day's production, and the previous day's production will then be shipped out just as if it had been tested, when in truth, the production received no tests whatsoever.

Then the tags that were on the previous day's production will be placed upon the reels of wire and cable in the tanks and the same reels of wire and cable in the tanks will be submitted to the tests or fictitious tests on the succeeding day.

Thus, as long as a reel of wire may remain in the tanks, each day reels of wire and cable that have never been tested in any manner will be shipped out.

It ought to obtain a patent or copyright on that sabotage system. That type of villainy, the description of which would involve the use of language which would not be proper here, should at least be preserved for posterity in this somber record.

This process was developed by Anaconda and was enabled to be carried out by Anaconda without detection, for the reason that the same reels being left in the tanks would be replenished on night shifts by making pretests and determining what particular reels can be used in the tank to supplement

reels that will have failed. A few reels would play out each day.

Reels of wire and cable have been known to remain in the tanks for as long as several months.

The same reel of wire would be tested day in and day out and the tag would be changed and another reel that had not been tested would be shipped out.

On night shifts, it was customary to scrub off the reels of wire and cable in the tanks.

Rust would accumulate on the steel reels and it would be necessary to clean them with kerosene rags and brushes in order to prevent the government inspectors from observing their rusty condition.

Also, every day when it was known that certain reels of wire could not pass even the fictitious insulation resistance test on the one-tenth button, the test helpers, who were employees of the company and who would be changing the leads on the reels of wire in the tanks would skip over the reels that were bad and indicate that they were making a change to the bad reel, but would be, in fact, submitting the test to the same reel over and over again.

Under this system, it was necessary to regulate the daily production in accord with the number of reels in the tanks.

That is, the daily production should be equal to the number of process tags that had been approved in order to prevent the piling up of a number of reels of wire or cable in advance and thus, prevent detection by an inspector who would observe

many reels being produced and not tested.

However, on occasions the production has been known to be much more than the tags, and it would be necessary for the company to secrete these reels by placing them in an inconspicuous corner of the building and placing tarpaulins over them.

It was well established that the testing equipment of the company could not possibly test the great amount of production of the company.

In that connection there were numerous requests for additional testing equipment by certain foremen in the plant, who stated that it was always refused.

After the indictment was returned in the case, the testing capacity was more than doubled in the Marion plant.

Employees related instances of conversations with the superintendent and manager of the plant (Frank E. Hart and Don R. Carpenter) to the effect that if good reels of wire and cable could be made for sample and test purposes they should be

able to make good reels of wire and cable all the time.

The general manager of all Anaconda Wire & Cable Co. plants (Thor S. Johnson) at numerous meetings with the management of the plant and the foremen of various departments told them that they had to get the wire by the dumb government inspectors.

On occasion he used the phrase "anyone who is not able to get the wire by these jerk government inspectors ought not to have a job in the plant."

He insisted that all production of wire

Slick Is Sick!

Thomas W. Slick has retired. He has resigned from the federal bench because of "poor health." Whatever it was, his retirement came on the heels of the extraordinary and inexplicable leniency he showed the Anaconda Wire & Cable Co. on its \$5,000,000 swindle against the government. Maybe his own decision made him sick, as it did everybody else. Anyway Slick is sick, but more important, he is all through as a judge. With that decision we can heartily agree. We only regret that Slick did not retire before the Anaconda case. If he had, a bunch of callous criminals might have received justice. Slick was a protege of old Jim Watson of Indiana. Now the time has come to say adieu. So long, Slick, sorry to see you leaving — so late.

and cable be held to minimum diameters. That is, diameters of the conductor and the insulation and all outer covering for conductors may only be produced at a minimum thickness.

When machines are set for production at the minimum figure, testimony indicated the production would necessarily run below the minimum, and would cause much of the wire and cable to have to be scrapped as not meeting specifications.

Investigation of the scrap in other wire and cable mills shows that there have been daily scrap piles of wire and cable wherein there were defects that had to be thrown out.

However, a scrap pile at the Marion plant of the Anaconda Co. is unknown and not within the memory of the employees did a scrap pile occur.

Evidence disclosed before the grand jury was later discussed with the court by counsel for the government.

He pointed out that the testimony before the grand jury had shown a continuing practice of defrauding private customers of the Anaconda Co. by the same methods and practice which had been employed in filling government contracts.

The court referred to one of these incidents by naming the Pennsylvania Railroad Co. as a victim. Employees of the company had told the grand jury of these efforts to evade contract obli-

gations to private purchasers over a period of years.

The top men in the organization, Thor S. Johnson and Frank E. Hart, denied to the FBI at all times any knowledge of the practices in the plant until their pleas were entered on June 10.

However, the plant superintendent, Don R. Carpenter, the chief inspector of the plant, Chalmer Bishop, and the assistant chief inspector, Frank Kunkle, admitted the practices and their part and direction and supervision of the lesser employees so engaged.

There was no disposition on the part of these lesser employees to hold back any information from the FBI and before the grand jury. All of them seem to have been laboring under great strain with their conscience.

I should think so, when they were sending out stuff as deadly as this to boys fighting in the field.

They readily divulged their participation in the use of the boxes, the tag changing, and substituting good samples for the samples of the regular production, and making false reports of tests. They stated as their reasons for their continued fraudulent practices the necessary support of their families and that they had to have a job.

The company, from production at its Marion (Ind.) plant has received around \$20,000,000 from the government in the last two years!

(Next month Senator Bone's remarks will show what happened to workmen convicted of sabotage, in glaring contrast to what happened to this corrupt company and its officials.)

Most of Congress Absent When Session Starts

CONGRESS has stopped talking about absenteeism at the moment, but it has not stopped practicing it. When the present session opened more than half the members were absent, according to the United Press.

Out of 96 senators, only 53 were present. Of 435 house members, only 168 answered

the opening roll call. The present session of congress may be one of the most important ever held for the nation. But a majority of the members were too busy with their own personal affairs to be there. We might get along better if they all stayed home. Maybe they're doing us a favor after all.

Congressman Defends Russia

Sabath Protests Policy of Teamsters in Foreign Affairs

FOR the information of our readers we are publishing below a letter which President Tobin received from Congressman Sabath of Chicago. Next follows the article to which he objected, which appeared in the September issue of our magazine. Then follows President Tobin's reply to Congressman Sabath.

Friend Tobin:

No one appreciates your service in the cause of labor more than I do, but unfortunately somehow or other I cannot agree with the article appearing in the September issue of *THE INTERNATIONAL TEAMSTER* entitled "Russia Fights Only for Russia." I think that you are well informed and posted and must understand the underlying reason why Russia entered into an agreement with Germany, namely, to gain time, she being unprepared.

While I do not agree with Russia's Communistic policies I feel that we must concede that Russia, though mainly defending herself, has aided the cause of all the democracies. Yes, we have sent them munitions and supplies but in return they have given up millions of their men in their effort to defeat Hitler and his murderous gang, thus weakening him in his original aim to destroy the democracies of the world.

You know that Russia has had a treaty with Japan for some years, and surely it has been for her protection because she recognized that Japan has been preparing for over 25 years.

I am absolutely certain, being fairly familiar with the foreign situation long before the first World War, that when the time comes, Russia will do her part to aid us to bring about the defeat of the Japs, because she owes it to the Japs.

You know the clamor for a second front does not come directly from men in power but usually from the over-anxious newspapers. You also recognize that we have newspapers in this country who are not for the *administration* or *in sympathy with your cause*.

I am aware of certain existing conditions but men nor unions cannot be perfect in everything. I think on the whole we will be much better off if Russia will even retain her form of government than if under the Fascist rule, or Czars' rule.

One more thing — you know that Russia did not owe Great Britain anything and that the latter country encouraged Germany in every way to war against Russia.

You know there isn't a man in the House who has fought and voted to aid the cause of labor more than I. Therefore, I take the privilege to write you the same as I have written Mr. Green in his opposing the entry of 105 Chinese annually to the United States, which would be looked upon very favorably by the Chinese.

As to the Legion's position in favoring the deportation of all Japs I have nothing to say.

With kindest regards, I am

Sincerely yours,

A. J. SABATH.

Here Is Editorial Sabath Didn't Like

It's too bad about Russia losing all those men on the battlefields. But it isn't our fault, as the official announcements from Moscow seem to imply.

The Russian government has given out the impression to the world that the United States and England are guilty of false friendship by failing to hurl a

couple of million men across the English Channel into France a few months ago when we would have lost a million men doing it.

The Russian statements have created some sympathy in this country and aroused the belief that we are "letting heroic Russia down."

But let's recall a few facts before we burst into tears.

It was the Russian treaty with Germany that started the German invasion of Poland and the present war. It was the subsequent invasion of Russia by Germany that brought Russia into the war. Russia wasn't sending any of her men or munitions into action when England was tottering.

She didn't get into the war to save democracy. She got into it because she was dragged in, the same way we were.

We are not fighting this war to save Russia any more than Russia is fighting it to save us. We are both fighting for our own security and as allies we are in accord to a limited extent.

We are in accord to the extent that we have sent millions of dollars' worth of war supplies to Russia and have sacrificed the lives of hundreds of American seamen to get them there.

We are not in accord to the degree that Russia is giving us any help in our war against Japan. We are not in accord to the extent that Russia would permit American planes to use Russian bases to bomb the Rumanian oil fields, thereby costing us the lives of 100 airmen.

The degree of accord is limited by Russia's performance, not by ours. We have gone all the way.

But when Russia suggested that we throw away a million American lives to save a million Russian lives, we couldn't see it. Our military men will invade Europe when and where, in their judgment, the attack is justified. We will not charge romantically across the channel waving pennants like the knights of the middle ages chasing the heathen Turks.

The United States and England are fighting a global war on a dozen fronts. Russia is fighting only in Russia and against a nation she outnumbers almost three to one.

When Russia opens a second front for us against Japan she then has a right to talk about a second front against Germany as a matter of reciprocity. In the meantime we'll fight our own war for our own salvation.

This Is What Tobin Told Sabath

My Dear Congressman:

I received your letter of recent date in which you objected to an article appearing in THE INTERNATIONAL TEAMSTER, our official publication, which dealt with the subject of the second front as demanded by Russia. As a matter of fact, I did not write this article, but because I am the editor of our publication I suppose I am indirectly responsible for it.

I have carefully read the article and I find nothing incorrect in any of the statements. I made, in substance, the same statements over the air, except in different language, when I returned from England last year after going over the whole question of the second front and after addressing the British Trades Union Congress and getting the opinions of the men of labor of England.

To sum up the whole story, I think we are doing all that we possibly can for Russia, and I think also that as Americans we should have some consideration for our own people who are now across the water and who are making sacrifices untold.

I fully realize the impossibility of England, at least last year and up to perhaps recently, sending a million or two million men across to France to be slaughtered, because England and America were unprepared for an invasion of France, which was the second front that was intimated or expected by Russia and the sympathizers of

Russia in this country. I think the handling of this great conflict should be left to the men who are in charge of it, with some constructive opinions or criticisms whenever necessary.

I take second place to no man who is a genuine American citizen, in the labor movement or out of the labor movement, in my admiration for the struggle of Russia in this conflict. I have said so publicly and privately. But my first consideration is for the United States and the lives and sufferings and the future of the people of the United States.

I will continue to help Russia in this great struggle, but I hope and pray that Russia and its leaders will understand and appreciate the position of the United States and its Allies, and what the Allies have done for Russia in its blackest hour when it was in danger of defeat.

Recent developments, with our invasion of Italy, prove conclusively that the leaders handling the war, with their brains and strategy, were justified in their decisions.

You also mention in your letter that you wrote to Mr. Green about the action of the executive council of the American Federation of Labor in refusing to approve a liberalization of the Chinese Exclusion Act, for the purpose of admitting to the United States a small number of Chinese.

For your information I might say that Mr. Green is only one member of the council and that I voted and argued strongly against any request that we sanction a modification of the Chinese Exclusion Act.

Why? Because things happen during war and under certain conditions that are to be regretted in the years to come. If we opened the door to Asiatics at this time, it would be difficult to close the door in the months or years to follow.

We all love the Chinese. We admire them, and I wish we could do much more than we are doing for them, but this is not a question of the Chinese only, it is a question of all Asiatics that are now excluded.

Once you open the door to the Chinese you will have to continue to keep it open and then it will apply to Hindus, etc., and eventually to Japanese; and there we are, confronted with a condition of flooding our country with a much lower class of cheap labor than we have ever experienced before.

I realize that your thoughts on this matter are based on human instincts and compassion for the Chinese, but we in the labor movement who have been strongly against the encroachments of cheap labor, for the protection of our own people, know from experience what the after years may and will undoubtedly bring us.

You say you have always been a friend of labor and voted consistently for many years in the interests of labor. Of course you have. No one knows that better than I know it, but let me remind you that labor has always been your friend.

The International Brotherhood of Teamsters has 50,000 members in Cook County, Illinois, which is almost entirely Chicago, and our members and their families have supported you consistently, as they had a right to do. So have the other members of organized labor. So that labor has endeavored, and will continue to endeavor, to repay its friends, and its friends must keep their pledges to labor.

My dear Congressman, in closing may I state that it is always my desire to remain

Very sincerely yours,

DANIEL J. TOBIN.

Pass the Ballots, Pappy!

THE birth of a baby does not affect its father's health. It does not disqualify him for military service. Few soldiers ever suffer what a woman does when she bears a child.

Yet, with its gift for getting everything backwards, congress has devoted weeks to windy argument over the facts of life. The fact that babies do not come sliding down the rainbow seems to be fairly well established in congress by this time. But there still persists considerable uncertainty over which parent bears the child.

We can state, without qualification, that it is not the father. And we can also state our thankfulness that the nation is not as sterile as its congress.

Somehow, we cannot take this congressional argument seriously because the suspicion arises that congress is not considering this problem, or any other problem, strictly on its merits.

The proposals to defer fathers from military service come from men who have been entangled with every maneuver to prevent a quick and victorious conclusion to the war.

Their arguments sound frivolous and insincere. The men who make them have lost the public confidence. Some of those advocating the deferment of fathers think it will benefit them personally in the next election to be identified as a "friend of dads."

That is the curse of congress — the constant effort to twist every legislative question to personal or political profit.

The drafting of fathers is undeniably a hardship on the family. So is the drafting of a boy from college or a man from a business. It is, however, a necessary part of war.

The job of congress is to provide the biggest army with the least individual hardship and the least dislocation of essential civilian functions. Fathers cannot be fairly deferred or inducted as a group. Each case requires special consideration.

Some fathers are more valuable to the war in civilian jobs, just as are some single men. The men needed at home should be kept at home.

The advice of our military leaders should guide congress. If we need an army of eight or nine million men, we must draft some fathers.

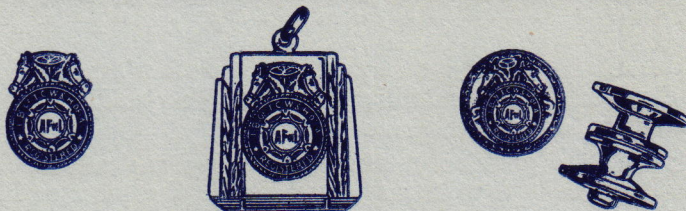
Our military leaders have done a remarkable job, starting from scratch. If congress had listened to them five years ago, we would not need to draft fathers today.

That responsibility lies with the puttering, sputtering, selfish little men who were afraid to offend Japan by fortifying Guam and other islands of the Pacific.

Congress did its best to disorganize production with its blind enactment of blanket labor laws. It is now doing its best to disorganize the army.

If we don't watch it closely, it will lose the war for us.

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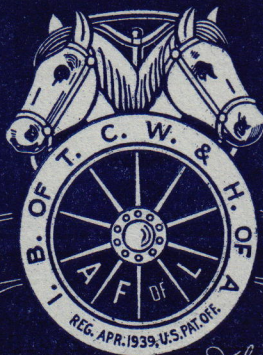
Gold Plated Buttons (Sterling Silver) .	\$.50 apiece
14-K Solid Gold Buttons	2.50 apiece
Cuff Buttons	1.00 a pair
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